

# Good Morning s131

The Daily Paper of the Submarine Branch  
With the Co-operation of the Office of Admiral (Submarines)

## Shop Talk

By Derek Heberton

THE five-years-old mystery behind the Admiralty announcement that the Submarine Shark was "overdue and must be considered lost," has now been cleared up.

At the time, her end was told in a brief communique, but with the return of her commanding officer, Lieutenant-Commander P. N. Buckley, of Fareham, Hants, from a German prison camp, comes the story of the submarine's six-hour fight against odds in one of the great single-ship actions of the war.

It was off the south-west coast of Norway in June, 1940, that Shark was attacked by a German seaplane while recharging her batteries on the surface. It was 10.30 p.m., but still daylight in that latitude, and it remained light throughout the action which followed.

The aircraft's bombs did considerable damage. Lights went out, hydro-planes and steering failed, the starboard motor went out of action and fire started. The after hydro-planes were jammed in the "hard a-rise" position, and consequently the craft came to the surface to meet machine-gun bullets.

She dived again, though not on a level keel, but for the second time rose to the surface. This time her crew knew she could not dive again, and to make matters worse her rudder was jammed "hard-a-port" and all she could do was to go round in circles.

The main aerial had been carried away; a jury one was rigged and an S.O.S. sent.

From then until midnight the enemy attacks were almost continuous. One bomb burst open her starboard side, holed a main ballast tank and washed overboard two men who somehow or other were picked up later in the action.

Shark's 3-inch gun was being used against the enemy, supported by Lewis gun and rifle fire.

At 1.30 a.m., after three hours fighting, Shark was listing heavily, water was rising in the engine-room and the submarine was full of smoke and fumes.

When it became necessary to remove all ammunition from the magazine, Lieutenant

D. H. B. Barrett, the first lieutenant, went down and did it himself, using a Davis escape apparatus as a gas mask, for in this part of the boat the fumes were particularly bad.

Fifteen minutes later, the submarine ran out of ammunition.

A German seaplane alighted nearby and two of the crew rowed to the almost helpless submarine in a dinghy, but as they did so their seaplane sank, one of its floats having been hit by Shark's gunners.

From this stage, Lieut.-Commander Buckley, wounded in the head and leg, had only a vague recollection. The deck of the submarine was now a shambles.

At 8.30 in the morning two German trawlers began to tow the submarine to a Norwegian port, but measures had already been taken to prevent this, and hardly had the towing started when the boat sank.

FROM the London Gazette I quote the following list of awards:—

"For bravery, skill and devotion to duty, whilst serving in one of H.M. Submarines in successful patrols in the Far East."

### D.S.C.

Lieut. Peter Hill Jackson-Sytner, R.N.

Lieut. Arthur George Chandler, R.N.R.

### Bar to the D.S.M.

C.P.O. Roy Frederick Norwood, D.S.M.

P.O. Reuben Charles Hamby, D.S.M.

### D.S.M.

S.P.O. Herbert Frederick Carey.

Acting Temp. L.-Sea, Leslie Edward Joseph Sheppard.

### Mentions.

Temp. Lieut. William Grenville Kinsman, R.N.V.R.

C.E.R.A. William McMurdo Wilson, D.S.M.

L.-Sto. Henry Giffellan.

A.B. Grenville Loraine Ellis.

A.B. John Townson Proctor.

"FOR gallantry, skill and great devotion to duty whilst serving in one of H.M. Submarines in the Far East," the following awards are also made:—

### Bar to the D.S.C.

Lieut. John Anthony Rose Troup, D.S.C., R.N.

### D.S.C.

Mr. Joel Clifford Edgcome Blamey, D.S.M., Acting Temp. Warrant Engineer, R.N.

### D.S.M.

P.O. Robert Watters.

S.P.O. Stanley Ernest Jones.

Act. Temp. L.-Seaman Leonard Ridge.

### Mentions.

Temp. Sub-Lieut. Geoffrey Forsythe Annear, R.N.V.R.

C.E.R.A. Eric Jones.

L.-Seaman Clifford Charles Montague.

Acting L.-Stoker Andrew Grubb, D.S.M.

A.B. Ronald James Clark.

# ISLE OF WIGHT



You would be right in saying, This is Sandown Bay — but you might truly and more simply say, This is England !

FROM Dover to Land's End, through six counties, the scenery of the southern coastline goes through many variations.

Cliffs, open sands, tufted dunes, wooded foreshore, river estuaries, rocky promontories, coastal downland, sheltered bays, deep clefts through which small rivers run tumbling to the sea, harbours, large towns, tiny villages, scattered dwellings, castles, abbeys, mansions, ports, yachting centres, holiday resorts, large and small—you have all these.

Each county holds many of these, but each has its own special features: each its individuality.

Were you to take samples of these most known features and throw them into the air so that they fell together in a space some twenty miles by thirteen miles, you would probably get tract of country very much like the Isle of Wight.

If, after landing at Ryde Pier, you had the time and patience to walk the island's circumference, through Bembridge, round Sandown Bay, across the Undercliff from Chine Head to St. Catherine's Lighthouse, through Chale to Freshwater and out to The Needles, along the line of Totland and Colwell Bays, past Yarmouth and along the shore of the Solent, by Cowes, West and East, and so through Wootton back to Ryde: and if you had more time and were still on your feet, you were to make a crossing of the island from, say, Cowes to Ventnor, and from Brading to Thorley: you would in these journeys have found—

The neat, thatched village of Devon,

The cliffs of Kent,

The harbours and soft countryside of Dorset,

The rugged shores of Cornwall,

The Downs of Sussex, and

The woodlands of Hants.

### BIT OF EACH.

All these, and much more, that form the beauty of these counties of the southern coast are there, and all merge into each other without the sharp contrasts you would expect in such a collection.

It is all so natural that only by making disconnected visits to a number of the Island's places of interest do you realise how varied is the scenery.

And yet, the Isle of Wight has somehow taken all these things from the six counties and woven them into a countryside and seashore with an individuality of its own.

It has an atmosphere about it different from anywhere else, though difficult to define.

At Ryde, with its well-laid-out gardens and promenade, you might be at one of the larger Sussex seaside towns, though that climbing Union Street is more reminiscent of Dorset or even Cornwall. But just round the corner, at Wootton Creek, you find yourself in a little-frequented salt-water inlet such as you might come across on the more isolated parts of Hampshire.

At King's Quay, which you reach by scrambling over the rocks at

below Cowes the Select, you whose stage is the sea. There is no monotony of outline.

The southern coast of the island contains a remarkable variation in its seaside resorts.

Shanklin is a cliff town, with steep ways down to the sands, at some one hundred or one hundred and fifty feet below, so that at lunchtime you arrive at a hotel dining-room so ravenous that you could eat the tablecloth.

At Sandown, so near that the two places are rapidly drawing

together, the town is so low that

On terraces, rising one beyond the other, the houses are all open live on a hillside up which the little streets go writhing and groaning in their efforts to climb the one-in-four gradient.

The Undercliff stretching from Ventnor to Niton for six miles is, I think, another thing the Isle has to itself. You walk with cliff, about two hundred feet high on one side, and on the other a second cliff that goes down to the sea in broken masses, mostly covered by trees and vegetation.

This natural terrace forms an irregular pathway of great beauty.

At Freshwater you are in the midst of that chalk downland ending in high cliffs that is almost Sussex, with The Needles continuing the line of the land out into the sea.

You have a mixture of Beachy Head and Lands' End, in miniature.

Round the corner, past Alum Bay with its multi-coloured sands which people take home in bottles and stick on the mantelpiece, you come to Yarmouth, which is the least like English sea-towns in appearance, taking as its example some Continental sea-place, though only in look.

As with the seaboard, so it is inland. Highland and valley differ from mile to mile, taking you into slices of Hampshire, or Devon or Sussex: showing you such gems of villages as Godshill with its sixteenth-century cottages and charming church, or Calbourne with its thatches and colourful, neat gardens.

Despite its ever-growing popularity with holiday makers there are still extremely rural parts, especially on the west side, where the Hampshire coast comes to within a mile or so at its nearest.

From the top of Bowcombe Down, Arreton Down, Cheverton Down, or another of the high points in the island's hinterland you look out over a countryside that seems to be a well-kept garden, full of colour, full of charm and interest. It is a countryside of small things, set in the sea.

It is more than a collection of the features of half-a-dozen southern counties. You will think, as you stand on one of those heights, that here within a small compass is the landscape of England with its more rugged and sombre aspects eliminated. It is an island garden.

## D. N. K. BAGNALL

tours the Isle of Wight and finds it includes the charm and variety of all the Southern counties from Dover to Land's End

low tide after you have gained the waves of a rough high tide the coast beyond Wootton, you leap the esplanade wall to dash are in one of the loneliest spots against the line of hotels on the you can imagine, with woodland shore.

Incidentally, the sea recedes so far at low tide that you sometimes feel you are in the Sahara Desert, and that the distant sea is a mirage.

It is at Shanklin that the Island has one of its most individual features—the Chine, that extraordinary fissure worn by a rushing stream in the rock, which provides a cool, almost grotto-like scene with its overhanging trees, lovely ferns and underwood.

To walk through it on a hot day, down the twisting, tortuous path and across the picturesque wooden bridge, is more refreshing than having a bathe.

There are chines on other parts of the coast, but none so remarkable except Black Gang Chine, rather unattractive High Street of which has nothing in common with the Shanklin glen, apart from the fact that it is a deep tre mixture of Falmouth and Torquay—a fashionable seaside resort that contains the most famous yachting station in the world!

### CASTLE AND PRISON.

The two principal great buildings in these parts seem to have been misplaced. Osborne House, the Royal home on the Isle of Wight, which, in spite of its barrack-like architecture and towers that look like firemen's hose-drying towers, stands in magnificent grounds not far from the fringes of the industrial Cowes.

On the opposite side of the

Nothing more drastic than an engagement of marriage could ever happen in Shanklin Chine, but you can suppose the worst of crimes being committed in Black Gang.

The one is Devonshire, the other Cornwall.

### VENTNOR SCENE.

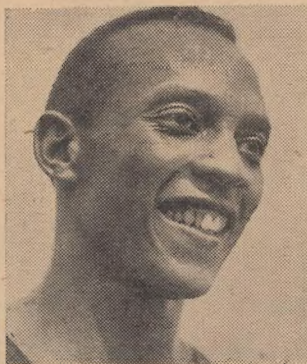
At Ventnor, again, you have a complete change of scene. Rising from sea level to a crest some hundreds of feet high, the town is built as a kind of amphitheatre,



# THESE MEN HOLD THE RECORDS



F. Wykoff (U.S.A.).



J. Owens (U.S.A.).



C. Jeffrey (U.S.A.).

## RUNNING

**1939.**

100 Yds. : 9.4 secs., F. Wykoff (U.S.A.).  
J. Owens (U.S.A.).

220 Yds. : 20.3 secs., J. Owens (U.S.A.).  
440 Yds. : 46.4 secs., B. Eastman (U.S.A.).

880 Yds. : 1m. 49.2s., S. C. Wooderson (G.B.).  
1 Mile : 4m. 6.4s., S. C. Wooderson (G.B.).  
2 Miles : 8m. 54s., D. R. Lash (U.S.A.).  
3 Miles : 13m. 42.4s., T. Maeki (Finland).  
6 Miles : 28m. 55.6s., T. Maeki (Finland).  
10 Miles : 50m. 15s., P. Nurmi (Finland).  
100 Metres : 10.2 secs., J. Owens (U.S.A.).

200 Metres : 20.3 secs., J. Owens (U.S.A.).  
400 Metres : 46.0 secs., R. Harbig (Germany).

800 Metres : 1m. 46.6s., R. Harbig (Germany).  
1,000 Metres : 2m. 23.6s., Ladoumegue (France).  
1,500 Metres : 3m. 47.8s., J. Lovelock (N.Z.).  
2,000 Metres : 5m. 16.8s., A. san Romani (U.S.A.).  
3,000 Metres : 8m. 14.8s., G. Hoeckert (Finland).  
5,000 Metres : 14m. 8.8s., T. Maeki (Finland).  
1 Hour : 11 mls., 1,648 yds., P. Nurmi (Finland).

**1945.**

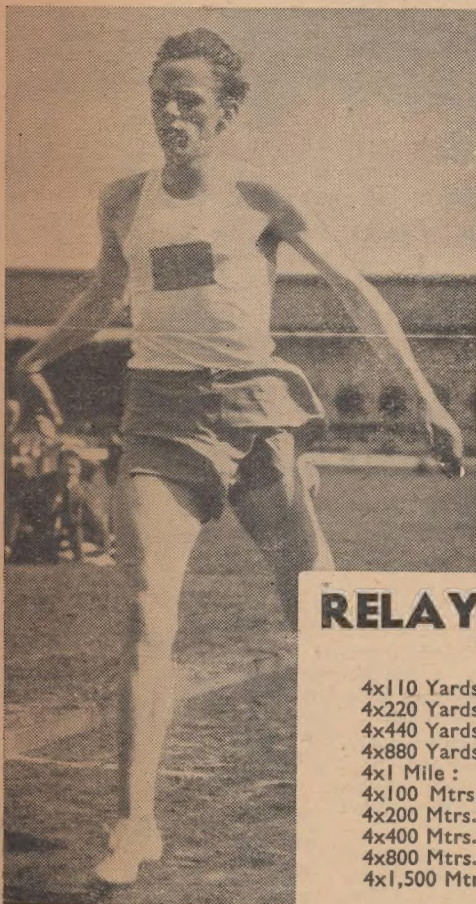
9.4 secs., F. Wykoff (U.S.A.);  
J. Owens (U.S.A.);  
C. Jeffrey (U.S.A.).

20.3 secs., J. Owens (U.S.A.).  
46.4 secs., B. Eastman (U.S.A.);  
G. Klemmer (U.S.A.).

1m. 49.2s., S. C. Wooderson (G.B.).  
4m. 1.4s., G. Haegg (Sweden).  
8m. 42.8s., G. Haegg (Sweden).  
13m. 32.4s., G. Haegg (Sweden).  
28m. 55.6s., T. Maeki (Finland).  
50m. 15s., P. Nurmi (Finland).  
10.2 secs., J. Owens (U.S.A.);  
H. Davis (U.S.A.).

20.3 secs., J. Owens (U.S.A.).  
46.0 secs., R. Harbig (Germany);  
G. Klemmer (U.S.A.).

1m. 46.6s., R. Harbig (Germany).  
2m. 21.5s., R. Harbig (Germany).  
3m. 43s., G. Haegg (Sweden).  
5m. 11.8s., G. Haegg (Sweden).  
8m. 1.2s., G. Haegg (Sweden).  
13m. 58.2s., G. Haegg (Sweden).  
11 mls., 1,648 yds., P. Nurmi (Finland).



G. Haegg (Sweden).



P. Nurmi (Finland).

## RELAY RACING

**1939.**

4x110 Yards : 40.5 secs., United States.  
4x220 Yards : 1 min. 25 secs., United States.  
4x440 Yards : 3 mins. 10.6 secs., Great Britain.  
4x880 Yards : 7 mins. 35.8 secs., United States.  
4x1 Mile : 17 mins. 16.2 secs., United States.  
4x100 Mtrs. : 39.8 secs., United States.  
4x200 Mtrs. : 1 min. 25 secs., United States.  
4x400 Mtrs. : 3 min. 8.2 secs., United States.  
4x800 Mtrs. : 7 min. 35.8 secs., United States.  
4x1,500 Mtrs. : 15 mins. 54.8 secs., Finland.

**1945.**

40.5 secs., United States.  
1 min. 25 secs., United States.  
3 mins. 9.4 secs., United States.  
7 mins. 34.6 secs., United States.  
17 mins. 2.8 secs., Sweden.  
39.8 secs., United States.  
1 min. 25 secs., United States.  
3 mins. 8.2 secs., United States.  
7 mins. 30.4 secs., Germany.  
15 mins. 42 secs., Sweden.

## WALKING

**1939.**

2 Miles : 13 mins. 11.4 secs., G. E. Lerner (G.B.).  
7 Miles : 50 mins. 19.2 secs., J. Mikaelsson (Sweden).  
10 Miles : 1h. 13m. 59.4s., Mikaelsson (Sweden).  
20 Miles : 2h. 43m. 38s., A. E. Plumb (G.B.).  
30 Miles : 4h. 29m. 31.8s., H. H. Whitlock (G.B.).  
3,000 Mtrs. : 12m. 23.8s., E. Bruun (Norway).  
5,000 Mtrs. : 21m. 2.8s., E. Bruun (Norway).  
10,000 Mtrs. : 43m. 25.2s., E. Bruun (Norway).  
20,000 Mtrs. : 1h. 34m. 26s., J. Dalinsh (Latvia).  
30,000 Mtrs. : 2h. 37m., 37.6s., J. Dalinsh (Latvia).  
50,000 Mtrs. : 4h. 34m. 3s., P. Sievert (Germany).  
1 Hour : 8 mls. 474 yds., A. Pope (G.B.).  
2 Hours : 15 mls. 1,229 yds., E. Bruun (Norway).

**1945.**

13 mins. 5.2 secs., V. Hardmo (Sweden).  
48m. 15.2s., V. Hardmo (Sweden).  
1h. 13m. 3.8s., Mikaelsson (Sweden).  
2h. 41m. 7s., H. Olson (Sweden).  
4h. 24m. 54.2s., F. Cornet (France).  
12m. 2.2s., V. Hardmo (Sweden).  
20m. 31.6s., V. Hardmo (Sweden).  
42m. 40.4s., V. Hardmo (Sweden).  
1h. 32m. 28.4s., Mikaelsson (Sweden).  
2h. 28m. 57.4s., H. Olson (Sweden).  
4h. 34m. 3s., P. Sievert (Germany).  
8 mls. 644 yds., Mikaelsson (Sweden).  
15 mls. 1,229 yds., E. Bruun (Norway).

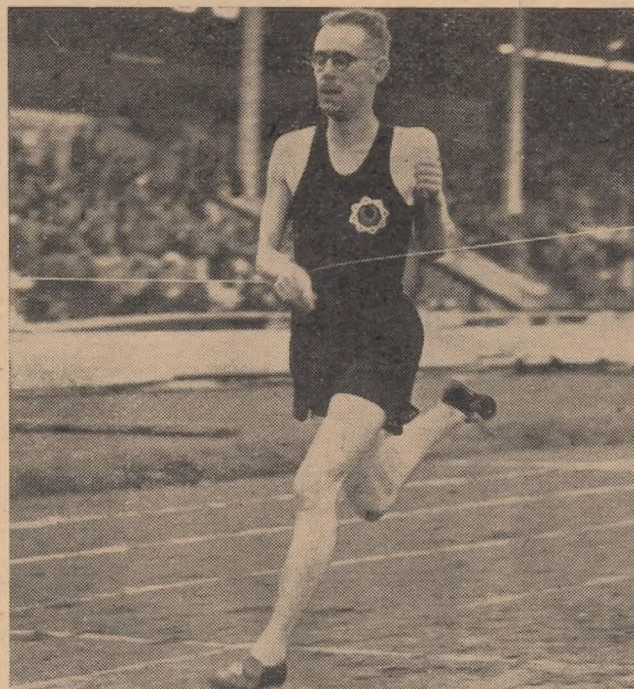
## HURDLING

**1939.**

120 Yards : 13.7 secs., F. Towns (U.S.A.).  
220 Yards : 22.6 secs., J. Owens (U.S.A.).  
440 Yards : 52.6 secs., J. Gibson (U.S.A.).  
110 Metres : 13.7 secs., F. Towns (U.S.A.).  
200 Metres : 22.6 secs., J. Owens (U.S.A.).  
400 Metres : 50.6 secs., G. Hardin (U.S.A.).

**1945.**

13.7 secs., F. Towns (U.S.A.);  
F. Wolcott (U.S.A.).  
22.5 secs., F. Wolcott (U.S.A.).  
52.2 secs., R. Cochran (U.S.A.).  
13.7 secs., F. Towns (U.S.A.);  
F. Wolcott (U.S.A.).  
22.3 secs., F. Wolcott (U.S.A.).  
50.6 secs., G. Hardin (U.S.A.).



Sydney Wooderson (Great Britain).



F. Towns (U.S.A.).



T. Maeki (Finland).

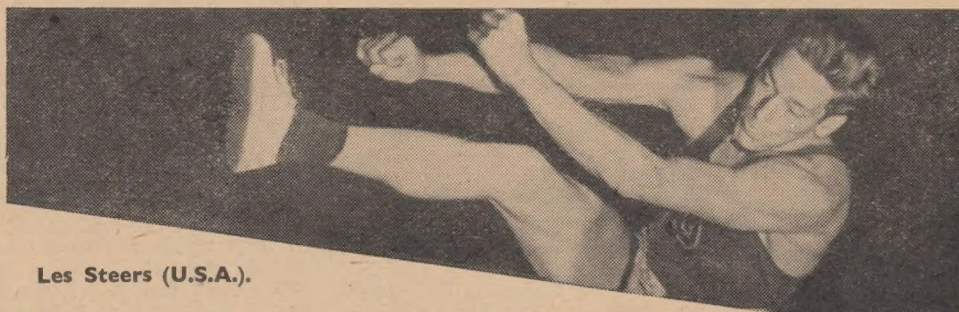
## JUMPING AND THROWING

**1939.**

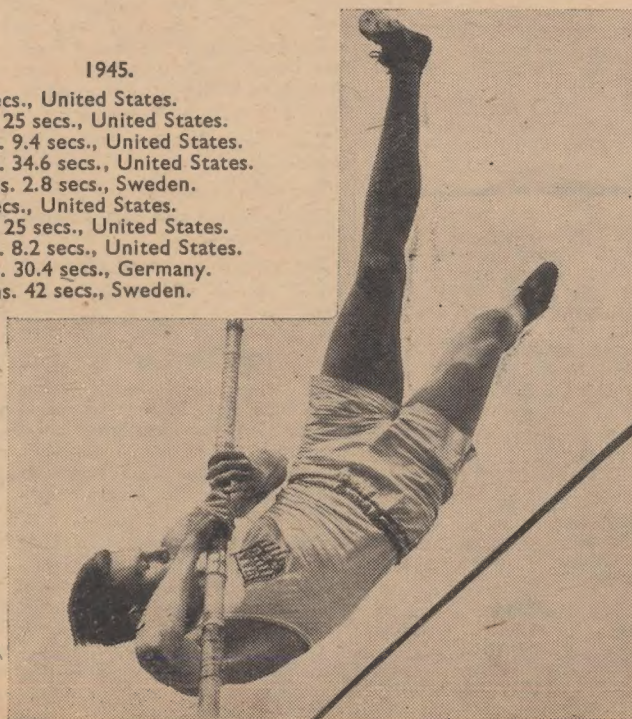
High Jump : 6ft. 10½ in., M. Walker (U.S.A.).  
Long Jump : 26ft. 8½ in., J. Owens (U.S.A.).  
Pole Vault : 14ft. 11 in., W. Sefton (U.S.A.);  
E. Meadows (U.S.A.).  
Hop, Step and Jump : 52ft. 5½ in., Tajima (Japan).  
Weight : 57ft. 1 in., J. Torrance (U.S.A.).  
Discus : 174ft. 2½ in., W. Schroeder (Germany).  
Hammer : 193ft. 6½ in., E. Blask (Germany).  
Javelin : 258ft. 2½ in., Y. Nikkanen (Finland).

**1945.**

6ft. 11 in., L. Steers (U.S.A.).  
26ft. 8½ in., J. Owens (U.S.A.).  
15ft. 7½ in., C. Warmerdam (U.S.A.).  
52ft. 5½ in., Tajima (Japan).  
57ft. 1 in., J. Torrance (U.S.A.).  
174ft. 10½ in., A. Consolini (Italy).  
193ft. 6½ in., E. Blask (Germany).  
258ft. 2½ in., Y. Nikkanen (Finland).



Les Steers (U.S.A.).



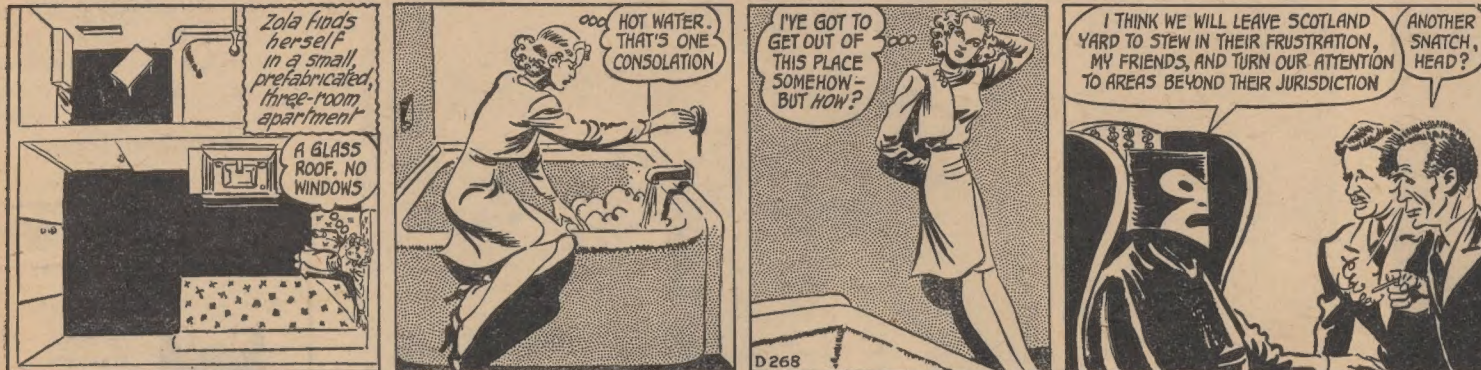
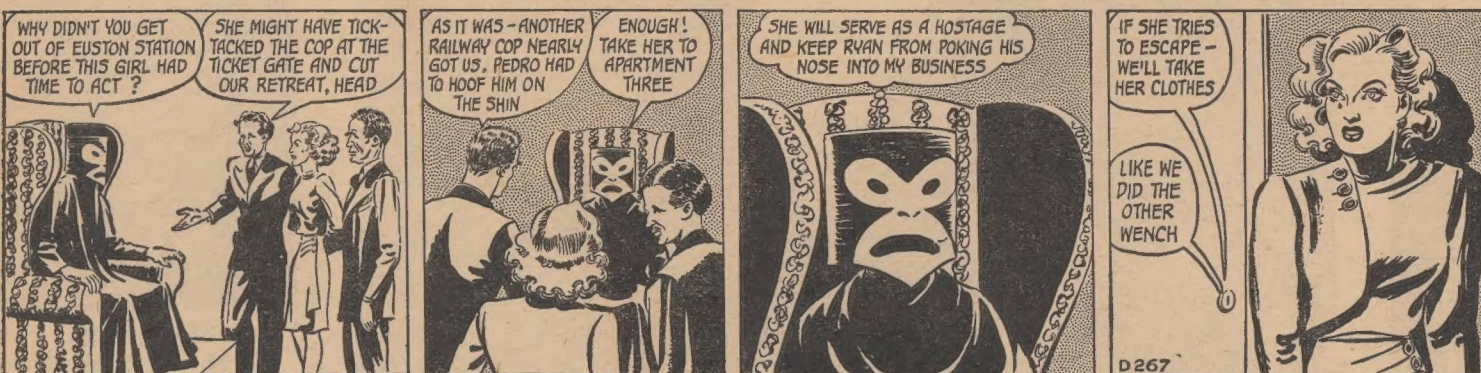
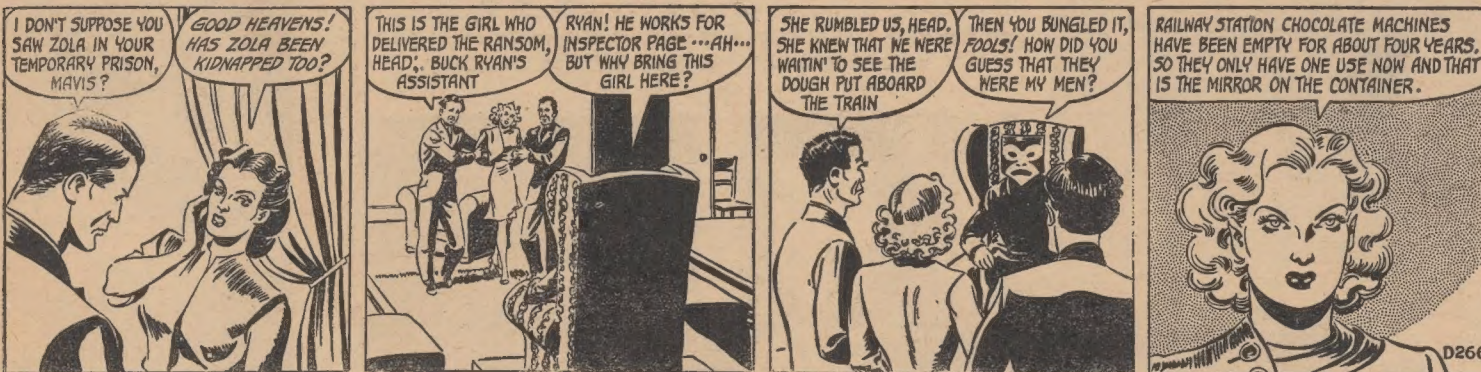
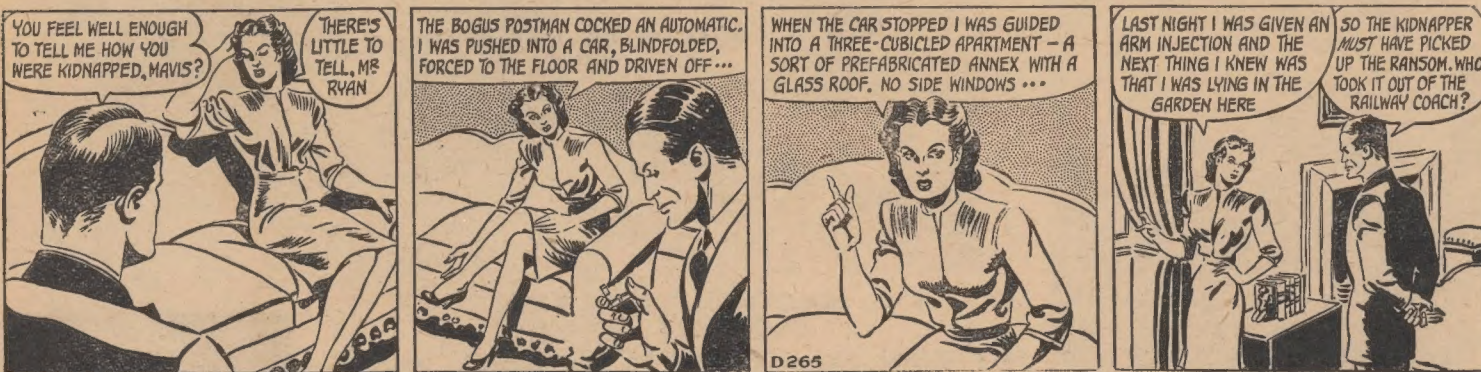
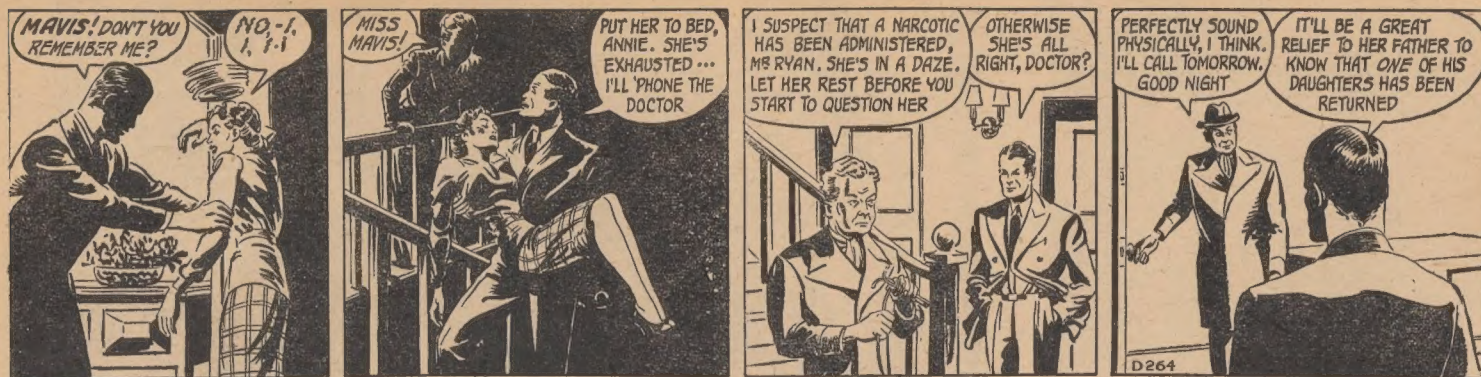
C. Warmerdam (U.S.A.).



J. Mikaelsson (Sweden).



# BUCK RYAN



## STAMP MARKET NEWS

By J.S. Newcombe

THREE famous firms of stamp engravers have collaborated in the production of the forthcoming Victory stamps for New Zealand: Bradbury, Wilkinson (1d. and 2d.), Harrison and Sons (1½d. and 1s.), and Waterlow and Sons (remaining values). Except for the 1½d. and 1s., produced by collogravure, all are to be recess printed.

The actual date of issue of these stamps has not yet been decided upon. They will probably be on sale for a year, during which time they will take the place of the current stamps of similar denominations.

Twenty-six years ago, New Zealand produced a similar issue to commemorate the victorious end of the First World War of 1914-18. A fortnight after the declaration of the Armistice, their High Commissioner in London was instructed by cable to place an order for an appropriate set of stamps. In order to save time they were produced by the electro-typing process. Thomas de la Rue did the job.

Except for the 1½d. and 1s. values, the former showing the head of a Maori chief flanked by decorations of New Zealand fern, and the latter the head of King George V, the motives were adapted from sculptures adorning the Victoria Memorial outside Buckingham Palace, and one of Landseer's lions from the base of the Nelson Column in Trafalgar Square.

First sales were made from the New Zealand Government Offices in London on November 9, 1919, but supplies did not reach New Zealand until January 27, 1920. Three days later a second printing was ordered.



The stamps proved popular, too. The printings ranged from 2,000,000 for the 3d. and 1s. values to 46,000,000 for the 1½d. In September of 1920 imperforate copies were printed from a new set of plates, and though none was put into circulation, a few copies got into the hands of philatelists.

Incidentally, the 1943 pair of Health stamps are selling like hot cakes, stocks are getting short and prices are hardening. It looks as though this issue is likely to become as good in the near future as some of the previous issues of Health stamps.

IT isn't often that stamps are boycotted, but this happened with two Norwegian stamps carrying the portrait of Vidkun Quisling, issued on February 1, 1942. They were charity stamps—I don't know what they were in aid of—of one value, 20 plus 30 ore red-brown, and the same with surcharge "1-2-42" in red. The Norwegian patriots would have nothing to do with them.



One day before the Russians encircled Vienna, the last stamps to be issued in Germany arrived in the city from Berlin. I am told that they were on sale at the G.P.O. for no longer than an hour. Very few, of course, were sold, and the remainder were destroyed when the post office was burnt out.

There were two designs, one showing the head and shoulders of an S.S. man carrying a flaming torch, whilst the other had the head of an S.R. machine gunner, with a man bearing the Swastika flag in the background. The inscription read, "Gross Deutsches Reich."

THE two Abyssinian stamps illustrated here are from a set commemorating the birth of the Emperor Menelik II issued last year. The Mexican stamp is also a commemorative, issued in July last, celebrating the reconstruction of the Theatre of La Paz, San Luis Potosi. There are four values for ordinary postage and five for air mail.





**THIS ENGLAND.**—Where is this country lane? We've decided to make this picture the basis of a guessing competition—can you say in what part of England this photograph was taken. Clues: The funny looking buildings behind the thatched barn are oast houses. And oast houses are used for drying hops. And hops are grown—where? That should be enough for anyone.



## SECOND CHANCE FOR GUESSERS.

If you couldn't solve the one above, here's an easier one for you. What type of lovely usually dresses up in a scanty costume and poses for the camera performing an unlikely athletic feat? Clue: She usually lives on the other side of the Atlantic—and on the west coast of that country, at that.



## KNOCKED 'EM IN THE OLD KENT ROAD!

No doubt about it, Bill in the bowler, seated behind the moke, with his donah and her friends beside him, thinks he owns the street. This picture of happy costers was taken in Bermondsey, somewhere about the turn of the century.



**HIGH-STEPPER STEPS OUT.**—Linda Darnell is in fine shape as she shows her paces—among other things—in this joy-of-living stride through the streets to the studio. We hope, to publish one day a shot of the Editor staggering to this office after a heavy night.



**A PENNY ON THE TUM!** This little Chinese boy seems lost in admiration of his embonpoint. Personally, we're lost in envy, when we consider our own shrunken frame.

## OUR CAT SIGNS OFF

